Amendments to the Specification:

Please replace the second full paragraph on page 6, line 11, with the following rewritten paragraph:

Considering the coupling 20 first, it has several coupling members including (Fig. 2) a housing 36, [,] a rotor 38 which rotates relative to the housing 36, and a piston 40 which is also located within the housing 36 where it moves axially, but not rotationally, with respect to the housing 36. In addition, the coupling 20 has rolling elements in the form of generally cylindrical rollers 42 located between the rotor 38 and the piston 40. The housing 36 is attached rigidly to the left section 16 at the end remote from the link [31] 32 for that section, while the rotor 38 is attached rigidly to the right section 18. Thus, the coupling 20 resides between the two clamping brackets 30 where the stabilizer bar D is attached to the structural component B. The coupling 20 enables the two sections 16 and 18 to rotate relative to each other, although through an arc of generally no more than about 20°, and also is capable of locking the two sections 16 and 18 together.

Please replace the third paragraph beginning at page 7, line 19, and ending on page 8, line 14, with the following rewritten paragraph:

The piston 40 likewise fits within the housing 36 and is provided with (Fig. 2) a splined stub shaft 70 which projects into the splined socket 50 of the housing 36. Indeed, the spline on the stub shaft 70 engages the spline of the socket 50 so that the piston 40 cannot rotate in the housing 36, yet can shift axially in it. Along its periphery the piston 40 has a seal 72, such as an elastomeric O-ring, which wipes the cylindrical interior surface 52 on the axial wall 48 of the housing 36 as the piston

40 shifts axially to and fro in the housing 36. The piston 40 has a front face 74 which is presented toward the front face 64 of the rotor 38, and like the rotor front face 64, it has (Figs. 3 & 4) ramps 76 arranged in pairs, with the ramps 76 of each pair descending into a valley 78. In number, the pairs of ramps 76 and valleys 78 equal their counterparts in the face 64 of the rotor 38. Moreover, the circumferential spacing is the same. When the valleys 78 of the piston 40 align with the valleys 68 of the rotor 38, the torsion arms 26 for the two sections lie at the same angle with respect to the coupling 20. The piston 40 also has a back face [78] 79 which is presented toward, yet is spaced from, the end wall 46 of the housing 36, thus forming a cavity 80 in the housing 36. The cavity 80 contains a magneto-rheological fluid 82 which further fills the flexible line 34 and the valve 22. The end wall 46 of the housing 36 is fitted with a port 84 opens into the cavity 80, and the flexible fluid line 34 connects to the coupling 20 at the port 84.

Please replace the second paragraph beginning at page 10, line 12, with the following rewritten paragraph:

Under some driving conditions, it is best to have the left and right sections 16 and 18 of the stabilizer bar D operate somewhat independently of each other, so that very little torque transfers between them at the coupling 20. Such conditions require low torsional stiffness in the bar D. On the other hand, other driving ~~condition~~ conditions require a good measure of stiffness in the bar D, so that torque exerted on the section 16 transfers to the section 18 or vice versa. The valve 22, and particularly the coil 104 in the valve 22, controls the stiffness of the bar D.